

RIVER, BAY AND BAR BAD MORTAR USED

Strike Conditions Unchanged at San Francisco.

Japanese Alleges This Was Cause of Damage in Frisco.

SILENCE AS TO THE STETSON

BRICK BUILDINGS ARE SAFE

Jane L. Stanford's Crew Paid Off In Full—Columbine Leaves Out on a Four-Day Cruise This Morning—Odds and Ends on Docks

After Investigating Earthquake Damage on Brick Buildings Japanese Architect Says That Cheap Mortar Was Cause of Wrecking.

There is something peculiar in the absence of all definite news from the steamer J. B. Stetson, which went into San Pedro on Monday last, "slightly damaged" by her collision with the barkentine Jane L. Stanford off this port last Tuesday. It is quite natural for her captain to keep mum about his experiences, but it is reasonable to expect that the reporters would get next and send out some particulars. They are badly wanted up this way. When the truth is known it will be that the Stetson is a badly crippled boat, for no craft could take the raking she got from the Stanford and go into port in any sort of condition to maintain complete silence over.

A nice, quiet little fire was started on the old trestle in front of the Lurline dock yesterday, and was put out by Agent Charlie Fowler. It had made a good char on the rotten wood and was getting ready for business. It did not amount to much, but having caught from the burning stub of a cigar it goes to show what might happen at an odd hour when passers-by are infrequent.

The United States cruiser Boston left San Francisco on Monday morning and is due off the Columbia bar sometime this afternoon, and probably late this evening. The pilot boat has been apprised of her sailing and is on the lookout for her. Captain Peterson is down here waiting for her, and she will proceed directly to Portland to join the flagship Chicago.

The first barge load of ballast from the barkentine Jane L. Stanford's eighty tons, will be hauled out this morning by the Callender people and form the initial load in the new seawall of Astoria, as the stuff will be placed under the trestle of the Astoria & Columbia River Railroad Company, at a point to be selected by the company.

The steamer Telegraph arrived down in good season yesterday afternoon and among her passengers were Mr. and Mrs. M. P. Callender, the parents of Charles H. Callender, of this city, whose guests they will be for several days.

The crew of the Jane L. Stanford was paid off yesterday at the custom house, the sum required to square the accounts being \$1001.53. The more the merrier!

The barkentine Amazon came down on the tow lines of the Harvest Queen late yesterday afternoon, and will leave out for the Orient today or tomorrow, with her big load of lumber.

The steamer Lurline was away ahead of her schedule in getting down yesterday, and went back at 7, with plenty of people and freight.

SAN FRANCISCO, June 19.—"Dis-honest mortar—a corrupt conglomeration of sea sand and lime—was responsible for nearly all of the earthquake damage in San Francisco," says Dr. T. Nakamura, professor of architecture of the Imperial University of Tokio and one of the most distinguished members of the committee dispatched to this city by the Japanese government to investigate the effects of temblor and fire. After investigations covering a period of weeks, Dr. Nakamura has completed his labors and will sail on the Korea Wednesday to report his conclusions to his government.

"I find," said Dr. Nakamura yesterday, "that much of the damage to San Francisco from the earthquake was due to poor mortar and faulty construction, and the greater portion of the damage to the class 'Z' buildings by fire was the result of misguided use of hollow tiling and so-called fire blocks instead of concrete. It is an easy matter, I have found, to design a building that will be not only earthquake proof, but practically fire proof."

"There has developed as a result of the earthquake in San Francisco, great prejudice against brick buildings. However, they are largely employed in Japan, where earthquakes of greater severity than the one experienced in this city are not uncommon. The secret of their success, however, lies in the fact that good mortar is used. The mortar should either be composed of one part cement to two parts of sand or of one part cement, three of lime, and five of sand. The bricks should be thoroughly wet before being laid, and when the mortar has set under these conditions, a wall becomes practically one stone."

GETS TRAVELING EXPENSES.

WASHINGTON, June 19.—The house committee on interstate and foreign commerce has authorized a favorable report on the bill authorizing St. Louis to build a free bridge over the Mississippi. The house passed the militia bill appropriating \$2,000,000, of which \$1,000,000 was mostly for rifle practice. The committee authorized a favorable report on \$2500 to pay the president's traveling expenses.

The schooner Alumna will clear from the Knappton mills today for San Pedro today, and get the earliest despatch possible.

The schooner F. S. Redfield went over the bar on her way to the lower California coast, yesterday morning.

The motor schooner Gerald C., arrived in port yesterday from Alsea with her hold full of general merchandise.

The steamship Roanoke will be down from Portland on the way to the south, at 9 o'clock on Friday morning next.



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P. A. STOKES

PROTECT THE SOUTH.

New Yellow Fever Regulations Will Go Into Effect Shortly.

NEW YORK, June 19.—Dr. A. H. Doty, health officer of the Port of New York, said yesterday that the new quarantine regulations affecting Cuban ports will go into effect on Saturday next and will be enforced to the letter. Under these regulations all passengers on the steamships for Havana and other Cuban ports must on arrival, produce certificates, showing that they are immune from yellow fever. Their failure to do so will mean that they will be held for observation until five days have elapsed since their departure from Cuba.

The new regulation is intended to keep yellow fever out of our southern states," said Dr. Doty. "For instance, a person with the fever in his system, may come from Havana in three days, and if allowed to land can, by taking a fast train, be in New Orleans before the expiration of the five-day limit. Hence the necessity for keeping all but immunes under observation for that period. New York is of course in no danger, for there are no yellow fever mosquitoes here. It is different in the South, however. We have got to protect that section of the country and that is exactly what the new regulation is intended to accomplish."

THREATENED STRIKE.

CHICAGO, June 19.—The threatened freight handlers' strike, which is due next Thursday, according to the union schedule, yesterday assumed a puzzling aspect. While the men suddenly displayed faith in reported peace signs the railroads busily began preparations for trouble.

Strike breakers and special watchmen were being hired at several detective agencies during the day. No attempt was being made to cover up the plans of the roads in this respect. Notwithstanding these activities on the part of the railroads an optimistic feeling pervaded the atmosphere about the union headquarters. It was reported that some of the roads were considering an advance of wages to the men.

WILL VISIT COURRIERS.

HERNE, Westphalia, Prussia, June 19.—A delegation of six hundred Frenchmen will arrive at the Hibernia coal mine June 26 as an acknowledgment of the relief work of the party of 15 life savers sent from here March 12 to Courrieres, department of the Pas de Calais, to assist in the salvage operations after the disaster there by which about 1200 persons lost their lives. Among the French visitors will be the survivors of the Courrieres catastrophe, a son of former President Carnot, who will act as chairman of the delegation; members of various corporations, and of the Paris University, representatives of the Paris fire brigade and several officials of high rank.

Nowhere in the world can you see such handsome men and women as are to be met in the United States. They all use Hollister's Rocky Mountain Tea, 35 cents, Tea or Tablets, Frank Hart, druggist.

TUMBLES OVER CLIFF.

Girls Falls Distance of Hundred and Twenty-seven Feet.

ROCKFORD, Ill., June 19.—Miss Edna Brown, daughter of former Mayor E. W. Brown, fell from the top of a bluff overlooking Rock river to the rocks below, a distance of 127 feet, and escaped serious injury. Miss Brown, who was a student at Stanford University when the school suffered the big earthquake, has been entertaining western friends since her return from the west.

With a party of friends she attended a picnic on the summit of the high bluff. While arranging the luncheon she approached too close to the edge, the rock crumbled and precipitated her to the rocks below. A small tree jutting out half the distance down caught her clothing and broke her fall somewhat. Still farther down a small shrub caught one of her slippers and tore it from her foot, thus breaking the force of the fall. She was badly bruised and scratched, but no bones were broken.



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FOURTH



VALUABLE SILVER SET.

Discovered in Excavations Near Tibur, Italy and Brought to America.

CHICAGO, June 19.—Mrs. Chauncey J. Blair has presented to the Field Columbian museum a set of early Roman silver service dug up recently near Naples and believed to be at least nineteen centuries old. The antiquities, which number twenty individual pieces, are the only silver set of the date in America and are valued at a fabulous sum.

Recent excavations early last spring at the ancient city of Tibur, now known as Tivoli, revealed, among other important discoveries, this service, which probably is intact with the exception of one small spoon.

Mrs. Blair who was in Italy at the time secured the entire service, and on account of its great importance historically, decided to give it to the Field Museum.

The silver arrived yesterday from Italy, consists of the following pieces: One plate, 15 inches in diameter, decorated on the edge; 3 plates 8 inches in diameter; 3 small round dishes; 1 large cup, decorated around the top and bottom; 1 small shell-shaped scoop; 6 large spoons and 5 small spoons.

LIMITS AMOUNT OF DAMAGES.

SAN FRANCISCO, June 19.—United States District Judge Hehavesen yesterday handed down an important decision in the matter of the petition of the North Pacific Coast Railway Company to limit its liability for damages arising out of the collision between the steamers San Rafael and Sausalito on November 30, 1901, in which the San Rafael was sunk.

The decision was to the effect that the company was entitled to a limitation of its liability as measured by the value of both steamers immediately after the collision but that this limitation did not extend to the cases of James S. McCue and Mrs. Catherine Hall who have already recovered judgment for \$6000 and \$7500 respectively. Judgment in favor of the immediate payment of these sums was ordered.

GAUNTLET ARRIVES.

NEW YORK, June 19.—The sloop yacht Gauntlet, owned by George W. Robinson, the smallest of the three yachts that started in the race from Gravesend Bay for Bermuda last month for the Lipton cup, arrived here yesterday, after a stormy passage of eight days, twenty-one hours from Bermuda.

The Gauntlet, which sailed from New York two days before the Tamerlane which won the race to Bermuda was driven some 300 miles out of her course, and was beaten by the Tamerlane eight hours over her time allowance. The Gauntlet's crew included Mr. and Mrs. Robinson.

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